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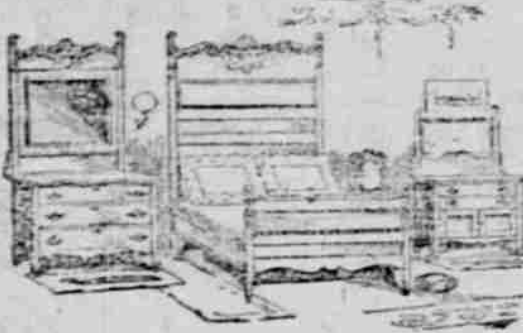
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CITIZENS WANT RAPID TRANSIT TO WAIKIKI

(Continued from page 1.)

make use of Kealia road if it can be avoided, owing to the expense of laying 3000 feet additional track there, the expense of operating another car for that route and the loss of eight minutes time on the round trip.

The argument narrowed down to that of getting a strip along the entire mauka side of Waikiki road to Kapiolani Park, to be obtained through negotiations with the owners, or by condemnation proceedings, the money to be raised for the government by public spirited citizens, who in turn would be reimbursed by the government through the medium of the legislature.

Governor Dole opened the meeting by stating that the Rapid Transit had made a proposition to the government to consent to their using certain roads which are not in the franchise, between King street and Waikiki. The franchise gave them Kealia road from Bishop's bridge down to the Ala Moana, or beach road. He said the government hoped the company would not use Ala Moana, but leave it untrammelled as a driving thoroughfare. He said the company had endeavored to get the right of way through the swampy McCully tract above Waikiki road, carrying it through from Alexander street to King street and down McCully street to the Waikiki road, thence along Kealia road to Bishop's switch. The new proposition was for the government to allow the company to go along Waikiki road direct instead of using Kealia road.

The legislature had given a franchise for certain streets and the government was responsible for the protection of the rights of the public to see whether such a grant will prejudice the public or be an advantage to it.

L. A. Thurston, of the Rapid Transit Company, said the franchise gave them the right to use Ala Moana through Kealia road up to Bishop's switch, and so on. The government hoped to improve Ala Moana, and the next plan taken up was to join for the present at Alexander street terminus and go on down through an entirely new route which they had obtained from the majority of property owners. They had rights granted to go through the McCully tract.

"There has turned up in that tract," said Mr. Thurston, "a Chinese in opposition, who claims to have a leasehold and refuses to sell out except at a prohibitory price. We have direct and positive information that these Chinese are backed by the Tramways Company and that the Tramways is paying the attorneys for bringing the suit. The Rapid Transit is only interested incidentally thus far. It is not doing the work of filling but the owners of the land are doing this. Whether the case is good or bad, the Chinese have obtained a temporary injunction, and the matter may be tied up in the courts for several months, and we are thereby blocked from going ahead."

"The Waikiki road is the only one from King street to Waikiki for carriages. It is used almost entirely by people who drive in carriages." Governor Dole stated further that he had hesitated, and still hesitates, as to whether the government should allow the Waikiki road to be used by the Rapid Transit, and thus make it dangerous for carriages. He felt that the Rapid Transit would promote the interests of the majority of the people, but the safety of others who used the road as a drive had to be considered.

Mr. Thurston further stated that there were two important questions to be considered. One was that the company be allowed to run from King street to Kealia road, and the other was to whether they should use Kealia road, or use the direct run on Waikiki road. Along the route were thirty property owners, one of whom had refused to consent to the building of track and another was at present on Maui. The arguments against using Kealia road were as follows: The additional time it would take to use it had to be considered. To build tracks around Kealia road would cost \$800 more than on the Waikiki road, and it would be 2000 feet longer; that will require one additional car at a cost of \$20 per day for operating. They had made a census of people living on Ala Moana. Kealia road to Bishop's switch, the number being 270. Those living between Waikiki junction with Kealia road to Bishop switch was 135. Including Kapiolani Park, the number was 571, not including Camp McKinley. This was a total of 705, as against the Ala Moana route. Kealia road was crooked and this would cause slow running, losing four minutes.

Mr. Boyd said he had been taking steps to widen Waikiki road throughout to 50 feet, and had made favorable progress, which would make it 20 feet wider than King street.

F. S. Cunha said he would oppose laying tracks upon the mauka side of Waikiki road, although he was in favor of the Rapid Transit going to Waikiki. He knew that there would be considerable opposition to spoiling Waikiki road as a driveway. He favored a thoroughfare 100 feet wide.

W. M. Giffard did not think there would be any objection to a track being laid at present laid out, although he favored the Rapid Transit going to Waikiki.

L. Tenney Peck, although a member of the Rapid Transit directorate, represented the Castle Estate at the meeting. He said that no objection had been made to the tracks being laid on King street through Palama, although there was more traffic there than at Waikiki. The public interests were being well subserved in that section, and the same spirit should be observed in the case of Waikiki.

A. S. Cleghorn said to lay tracks on the road would spoil it for driving. He thought that if some arrangement could be made whereby the swampy strips on the mauka side could be obtained this difficulty would be obviated, and no one could have any objections in that event.

George Paris, of the Waikiki Land & Loan Association, said he had worked hard to obtain a right of way for the company, and had taken petitions around. He thought driving might be impaired by extending the line all the way from King street. He hoped to see

the line go through the McCully tract as originally planned. The Rapid Transit benefits the community generally and the larger number. The fewer number who drive fast horses were about the only ones who objected to the tracks being laid on the road.

Fred Macfarlane did not like the idea of tracks being laid on the road, as it was the only one connecting with Diamond Head road. He thought a strip along the mauka side could be procured by the company at a reasonable figure. He felt that satisfactory arrangements could be made with the Kapiolani Estate, Lunallilo Estate and others.

Mr. Thurston said the history of road widening in Honolulu meant a delay of a year or more to the company. The Rapid Transit recognized the difficulty of going on the mauka side of the road, and in reality did not care to use that part. One of the property owners on mauka side, however, refused to consider any proposition for a part of his land at less than 30 cents per square foot, which meant a cost of about \$12,000 for a small strip. It was out of the question to attempt to negotiate with such figures. The company had participated in the financial stringency which had affected many companies and was not in a position to pay exorbitant sums.

Mr. Cunha understood that Mr. Cartwright was willing to give a strip, and he was willing to do the same.

Mr. Macfarlane thought the request for 30 cents per square foot was ridiculous. He thought a commission appointed by the government would prevent such a high handed procedure. Mr. Cleghorn considered such marshy property as worth about \$200 an acre. Superintendent Boyd favored amicable proceedings rather than condemnatory proceedings. He said that the property recently acquired by Mr. Cornwell was being held at 30 cents per square foot. Mr. Booth, the Kapiolani Estate, the Waikiki Land Association, the Judd and H. Estates, had all favored the road widening, and were willing to assist it. He thought the Ward estate would fall in line also. Mr. Dillingham asked for an estimate of the cost of a strip for the entire length of Waikiki road from King street to Waikiki. Mr. Giffard thought that in all cases the property owners should be willing to give strips, as the betterments would offset the damages.

Mr. Dillingham said the arguments on both sides were fair. He did not have a solution of the difficulty, but he thought matters would be simplified if an estimate of the cost were given, after the figures of the property needed were in. That done, and made public, he did not think that any citizen would want to assume the position of putting up the price that would be prohibitory. He thought under such circumstances any citizen would recede from such a position. He thought company might also purchase a strip a strip for its use.

W. R. Castle thought the ideal route was through the McCully tract and then continuing to Kapiolani Park on the mauka side of Waikiki road. To show the betterments through right of way property, he stated that the entire community was benefited when company secured the right to go through the Kawalahao block, or from Hotel street to Alapai street, and the owners of the property had not been damaged but benefited. It would be the same at Waikiki. There was considerable urgency to have the Rapid Transit go to Waikiki by the most direct route possible. He thought the government could lay the tracks on the mauka side when the additional width was secured, the company laying them for the present on the mauka side of the tramways tracks. He considered that the danger to life had been magnified.

Mr. Thurston said it would cost \$3000 to fill a strip 10 feet wide, and the expense of track laying there would be \$7500 more than on the main road.

J. G. Rothwell said the track laying was a permanent investment. The majority of property owners had signified their desire to have the extension made. He thought there were 50 or 100 public spirited citizens in Honolulu who would advance the money to pay for securing the strip needed and for filling and wait for the government to reimburse them. He made a motion that a commission be appointed to inquire into the whole proposition. The motion was duly seconded, and upon hearing nominations, the commission was duly appointed, as above.

Among those present were: Governor Dole, Secretary H. E. Cooper, Treasurer W. H. Wright, W. C. Peacock, E. S. Cunha, J. B. Atherton, George P. Castle, George H. Paris, C. H. Dickey, John T. Rothwell, J. M. Riggs, F. H. Burdette, W. M. Minton, H. L. Kerr, Ed. T. T. W. C. Weedon, John F. Bowler, J. F. Scott, F. J. Testa, L. C. Ables, A. S. Cleghorn, Fred W. Macfarlane, B. F. Dillingham, W. M. Giffard, John S. Walker, F. S. Lyman, A. A. Young, Surveyor W. E. Wall, A. F. Cooke, A. G. Hawes Jr., J. W. Podmore, Andrew Brown, E. W. Beckley, J. F. Bowler, Captain Bray, together with Directors L. A. Thurston, W. R. Castle and L. Tenney Peck, Manager C. G. Ballentyne and Contractor James McKee of the Rapid Transit Company.

SUSPICIONS.

A man may not thoroughly realize what a small figure he cuts in the world, but when he is 50 or 60 years old he begins to have suspicions that are very near the truth.—Acheson Globe.

Notice of Special Meeting.

NOTICE IS HEREBY GIVEN THAT pursuant to the request of a stockholder of the Wahiawa Sugar Co., Ltd., owning upwards of 500 shares of the paid-up capital stock of the said company, a special meeting of the stockholders of the said Wahiawa Sugar Co., Ltd., will be held at the office of Andrews, Peters & Andrade, Stangenwald building, Merchant street, Honolulu, Territory of Hawaii, on Monday, March 24, at 4 o'clock p. m. of said day. At this meeting business of an important character is to come up for the consideration of the stockholders in the above company.

(Sig.) G. M. WHITNEY,
Secretary of the Wahiawa Sugar Co., Ltd.
Dated at Honolulu this 21st day of March, 1902.



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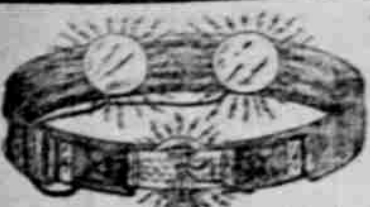
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